

5.3.3 Comparison Airports

To develop the description and analysis of various options for decisions on leasing and management issues presented in the following Chapters, a number of airports and airport systems across the country with arrangements similar to those Renton seeks to explore were surveyed. Figure 5-2 lists these airports and identifies the leasing policy areas for which information was obtained.

Figure 5-2: Comparison Airports for Leasing Policy Options

Airport	Lease Duration	Sub-Leasing	Lease Rates	Reversion	“Direct Leasing”
Alaska State System (Rural Airports)	✓	✓	✓		
Auburn, WA	✓			✓	✓
Boeing Field, WA	✓			✓	
Grand Prairie, TX		✓		✓	✓
Klamath Falls, OR	✓		✓	✓	
Las Cruces, NM		✓	✓		
Oregon State System	✓			✓	
Phoenix, AZ System		✓			✓
Salt Lake City, UT System	✓		✓	✓	

Source: Hanson Professional Services Inc.

5.3.4 Federal and State Requirements

Before leasing policy and airport management decisions can be considered it is necessary to briefly review the regulatory context that provides the framework in which the City makes these decisions. This Section provides an overview of the relevant federal and state requirements.

5.3.4.1 Federal Requirements

Because the City has accepted FAA grant funds for development of the airport, it has signed certain binding “grant agreements” and undertaken certain obligations (the “grant assurances”). These and other obligations are detailed in Chapter 3. As indicated, some of these assurances limit the City’s flexibility with regard to leases to airport tenants, particularly to aeronautical tenants. For example, the grant assurances state that the City will: